

DaimlerChrysler AG

Patent claims

- 5 1. A headrest (1) for a vehicle seat, with
- a stationary support part (3), and
- an impact element (5) which can be moved
relative to the latter,
10 - the impact element (5) being mounted on the
support part (3) via a lever system (12, 13),
characterized in that the lever system (12, 13)
can be at least partially decoupled, so that it
permits different sequences of movement between
impact element (5) and support part (3).
- 15 2. The headrest as claimed in claim 1, characterized
in that the impact element (5) is mounted on the
support part (3) via at least one lower lever (13)
and one upper lever (12).
- 20 3. The headrest as claimed in claim 1 or 2,
characterized in that the impact element (5) is
mounted on the support part (3) via at least one
lower pair of levers (13) and one upper pair of
25 levers (12).
4. The headrest as claimed in claim 2 or 3,
characterized in that the upper levers (12) and
lower levers (13) in each case form a four-bar
30 linkage.
5. The headrest as claimed in claim 4, characterized
in that a hinge point (15) of the four-bar linkage
is mounted displaceably.
- 35 6. The headrest as claimed in claim 5, characterized
in that the hinge point (15) is designed as a
bolt.

7. The headrest as claimed in claim 6, characterized in that the bolt (15) is mounted in an elongated hole (11).
- 5 8. The headrest as claimed as claim 7, characterized in that the bolt (15) is pressed into the elongated hole (11).
- 10 9. The headrest as claimed in one of the preceding claims, characterized in that the impact element (5) can be transferred from a normal position into a protective position.
- 15 10. The headrest as claimed in claim 9, characterized in that the transfer from the normal position into the protective position takes place via the four-bar linkage.
- 20 11. The headrest as claimed in one of the preceding claims, characterized in that the impact element (5) is designed in a manner such that it can be adjusted in its normal position for comfort reasons.
- 25 12. The headrest as claimed in claim 11, characterized in that the comfort adjustment takes place via a displacement of the displaceably mounted hinge point (15) of the four-bar linkage.
- 30 13. The headrest as claimed in claim 11 or 12, characterized in that, during the comfort adjustment, the impact element (5) is pivoted by at least one lever about a hinge point (4) of the four-bar linkage.
- 35 14. The headrest as claimed in claim 13, characterized in that, during the comfort adjustment, the impact element (5) is pivoted by the upper levers (12)

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about an upper hinge point (4), with the bolt (15)
being displaced in the elongated hole (11).